


Established February, 1845.

Page 40 of 40

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR TIENTSIN VIA SWATOW.
The Co's Steamship




The Co.'s Steamship
 Yuenyang,
 Captain SEE-SAN, will be
 despatched as above on
WEDNESDAY, the 26th Instant, at Noon
 For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 24, 1890. 36

DOUGLAS STEAMSHIP COMPANY

FOR SWATOW, AMOY AND TAMSUI
The Co.'s Steamship

 Capt. GODDARD, will be
despatched for the above
Ports on THURSDAY, the 27th Inst., at
Daylight.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, February 24, 1890. 36


OCEAN STEAMSHIP COMPANY

FOR LONDON, VIA SUEZ CANAL.
The Co.'s Steamship
Cyclops,
Captain New, will

THURSDAY, the 27th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,

Hongkong, February 19, 1890. 32

GLEN LINE OF STEAM PACKETS
FOR LONDON VIA SUEZ CANAL.

 The Steamship
Glencoe,
Captain PARK, will be
despatched as above on
or about the 27th Instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE MATHESON & CO.

Hongkong, February 7, 1890. 25

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)
The P. & O. S. N. Co.'s
Steamship
Ancona,
Captain W. D. Murray

will leave for the above places on FRIDAY,
the 23th Instant, at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, February 17, 1890. 311

COMPAGNIE DES MESSAGERIES
MARITIMES.

LAQUELOT POSTE FRANÇAIS

FOR SHANGHAI, KOBE AND
YOKOHAMA.
The Co.'s Steamship

 Capt. BONNEFOY, will be
despatched for the above
Ports on or about FRIDAY, the 28th Inst.
G. DE CHAMPEAUX,

Hongkong, February 25, 1890. 346

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship
Taiwan,


NELEON, Commander, will be despatched as above at Noon, on SATURDAY, the 1st Prox. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin.

re situated forward of the Engines. Second Class Passengers are berthed in the poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.


Hongkong, February 17, 1890. 313

TEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

 The P. & O. S. N. Co.'s
Steamship
Thibet,
Captain C. F. PRESTON,
will leave for the above places on SATUR-
DAY, the 1st March, at Noon.

E. L. WOODIN,
Superintendent,
& O. S. N. Co.'s Office,
Hongkong, February 24, 1890. 367

OCEAN STEAMSHIP COMPANY.
—
FOR YOKOHAMA, KOBE AND
NAGASAKI.
The Co.'s Steamship

 Created,
Captain BARE, will be
despatched as above on
MONDAY, the 3rd March.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 24, 1890. 365
SHIP LINE OF STEAMERS

FOR NEW YORK.
The Steamship
Merionethshire
Capt. Downes.

For Freight or Passage, apply to
ADAYSON, BELL & Co.,

Agents.
Hongkong, February 6, 1890. 230

An International Railway Conference met in Rome on Jan. 15th the first time. More than a hundred representatives of all the great international railway companies were present. The President in Commemorative Luigi Teodoro di Rudowicz, director of the Mediterranean Railway. It is hoped to arrange a system of time-tables facilitating all the great international railway communications in Europe. One of the subjects to be discussed is a proposal for the establishment of a new passenger and dining-car express train between Calais and Brindisi, to run in connection with the sailings of the Peninsular and Oriental Steamship Company's mail steamers to and from Brindisi. It is said that the present accommodation by the Indian mail service is inadequate, and that passengers have complained of the overcrowding of the cars and the general discomfort of a journey between Calais and Brindisi. To remedy this it is now proposed to erect a special passenger service providing ample accommodation for passengers, both for the day and night journey in connection with the club train service from Victoria Station at 3.15 p.m. every Friday.

THE RACES.

Much uncertainty exists among the authorities of the turf as to the events for tomorrow, and our Sporting Man can do little more than conjecture a few of the ponies he fancies, and which are most likely to start for the various races.

WONG KEE CHONG STAKES.—Waldo, Skipjack, Yutim.

SELLING PLATE.—Bullock, Zomindar, Worthless, St. Cyrus, Waddow, Nordanfeld, Wanderer, Antonio, Chappie, Of these 1 fly—Ullapille, Waddow, Wanderer.

ASHLEY CUP.—John Peel's stable, &c., Golden Hope.

HONGKONG DERBY.—Materialist, Eudor, Wild Sago.

LUSITANO.—Orlando, Suswinda, Pao Hing, Carole (if he starts).

VALLEY.—Llydard, Valentino, Lander.

POORHORN.—Vigour, Leap Year.

CANTON.—Norman, Oswald, Grayling.

FAREWELL.—Homeguard, Silkens Mead, Gridiron.

COMBINATION'S CUP.—Balmoral, Express, Athlete Bros.

AVERAGE STATER.

THE LYNCHURST TERRACE FIRE INQUIRY.

Mr. Wedderburn at the Magistrate's this afternoon resumed his inquiry into the circumstances connected with the fire which occurred on the 25th ult. in the premises occupied by J. Gomes, draper, Lynchurst Terrace. Mr. Wotton represented the Hongkong Fire Insurance Co., Mr. Wilkinson appeared for Mr. Gomes, and Mr. Webster was present on behalf of Mr. McMahon Arab.

J. Gomes, Junr. recalled, said—I had a conversation with Roberts three or four days after the fire. It took place in the Globe Hotel. He said he was hard up and out of employment and asked me to assist him. I said I would give him a hundred dollars. He said he would see about it, and then left. I did not know what he meant by saying he would see about it. Nothing was said about \$300. The first time that was mentioned was in the letter which Mr. McMahon Arab wrote for Roberts.

John Roberts, recalled, said—When I went to ask Gomes for money I did not mention any sum. I made no request when he said he would give me \$100; I did not think the amount was enough, but I did not say so. I wanted to keep quiet. I said what he thought about it. When I went to Mr. Arab I told him I was very hard up and I wanted some money to help me to pay my accounts. Then I told him my circumstances and then asked him to write to Mr. Gomes and explain how I stood. I told Arab I had been to Gomes and that I had promised to give him \$100. Arab showed me the letter after writing it. I did read it. I approved of it. I don't know what was meant by "signing the article." I understood there was to be a promissory note or something of that kind. The phrase has no other meaning. I mean by a promissory note a written promise to help me, such as I could allow my creditors.

THE STEAM LAUNCH COMPANY.

LIMITED.

The second ordinary meeting of the above company was held at the Hongkong Hotel to-day. There were present: Messrs B. J. Holmes (Chairman), E. B. Jorey, D. R. J. Simpson, A. C. G. Cordis (General Manager), Man Kwong, Ip Lam Chun, Kwok To Chong, Choo Kuei, &c.

The Chairman said—Gentlemen, as the report has been in your hands for some time, I shall, with your permission, take it as read. In the balance sheet you will see an item on the debit side for extraordinary repairs to steamers. This I think I may explain by saying the repairs were rendered necessary in nearly all cases in consequence of the Government survey. You are aware that in passing steamers for passenger traffic it is necessary to comply with certain regulations as to survey, and that had to be done with regard to these steamers. The company has been under some difficulty until lately. Most companies are liable to difficulties in starting business in the first instance, as they have to make their way and then a business. I am sure, however, you will be glad to learn that the Company has been able to enter into a contract lately for the purchase of coal at a much lower rate than formerly. The great difficulty we experienced in the first instance, was with regard to coal. The Company was started at a time when under ordinary circumstances it would be a good paying concern, as we all had good reason to believe, but the price of coal having risen so rapidly, that ran away with what should have been profit. Now, I am happy to say that owing to the change in the price of coal, and also the fact of the company having entered into a contract with the Wharf and Godown Company for passenger traffic, the working up to the present time has been found to be favourable, and I think the result will prove very satisfactory to the company. During the last few months the passenger traffic has greatly increased, and the earnings of the steamers have exceeded very considerably the earnings of former months, and I have every reason to hope and believe that the

company continues as it is going on now—with the present passenger traffic and a chance even of improvement, and with various living contingents and other matters that may prove assistance—(that at next meeting there will be a satisfactory result), and that the shareholders may confidently look forward to a considerable balance on the credit side, instead of having one on the debit side. I don't think I need go into any other particulars, but if any shareholder present would like to ask any questions with regard to the accounts I shall be very happy to give any information in my power.

Mr. D. R. Jorey, referring to the statement in the report that the diminution of the net earnings had been caused by the high price of coal, asked what the extent of the increase in the price of coal had been.

The Chairman said that, roundly speaking, the former price of coal averaged \$3.00, and they were able to get it now at \$5.00.

Mr. R. Jorey—Then the price has not increased at all?

The Chairman—It is reduced.

Mr. Jorey—You say "owing to the price having increased."

The Chairman—That refers to the increase during the past half year. "Before that, at the time the company started, the price was low; after it started it increased."

Mr. R. Jorey—What was the price at the start?

The Chairman—About \$5.00.

Mr. R. Jorey—So it has increased \$3. What is the extent of the coal used?

The Chairman—That is a matter of detail which I have not worked out, and I can't undertake to give an answer to the present moment, but shall be very pleased to give you the information if you will call at the office. Of course the amount of coal used is considerable.

Mr. R. Jorey—I think the shareholders would like to know a little about the price of coal and about other expenses.

The Chairman—We can't give any very certain estimate as to that, as coal may decrease further even now. Having mentioned these facts, gentlemen, I shall propose the adoption of the report.

Mr. Man Kwong seconded, and the motion was carried unanimously.

Mr. A. G. Cordis proposed that the appointment of Messrs Kwok To Chong and Choo Kuei as Directors be confirmed.

Mr. Ip Lam Chun seconded, and the motion was carried.

Mr. Gerton also proposed the re-election of Messrs D. McCulloch and H. J. Holmes, the retiring Directors.

Mr. B. Jorey seconded and the motion was carried.

On the motion of Mr. Jorey, seconded by Mr. R. Jorey, Messrs Lyall and Davies were re-elected auditors.

This concluded the business.

THE SHARK FISHERY COMPANY.

A meeting of this Company (in liquidation) was held this afternoon. Mr. J. D. Humphreys presided, and there were also present: Messrs H. H. Humphreys, G. H. Champeaux, A. H. Mancall and W. E. Clement.

The Chairman said—Gentlemen, the report and statement of accounts are before you and I shall be glad if you will carefully read Mr. Mancall's report, and if you require any further information I shall be pleased to give it. You will find on the table a list of shareholders with the amounts of each one's paid up capital and the dividend due to him thereon set opposite his name, and the Secretary has the cheques ready to hand you in final settlement.

There being no questions put,

The Chairman said—If you have no questions to ask and are quite satisfied with the account which the Company has been liquidated I will ask one of you to be kind enough to propose and another to second the adoption of the report and statement of accounts as correct.

M. d. Champeaux proposed the adoption of the report and accounts.

Mr. Mancall seconded and the motion was carried.

The Chairman said—Gentlemen, I thank you for your attendance here to-day and I have only a few words to say before we part. As you are aware the ill-fated *Wandering Minstrel* left here on the 14th September 1887. She encountered severe weather soon after leaving this port and put into Honolulu to refit. She left there on the 10th December 1887. If we except the false reports which were very unjustly put into circulation nothing more was heard of the ship until she arrived at Honolulu on the 6th April 1889, with Captain Walker, his family and the survivors of the crew. A naval court was held at the British Vice-Consulate at Honolulu on the 10th and 11th April 1889, to examine the circumstances attending the wreck of the *Wandering Minstrel*, and the Finding and Order of the Court were as follows:—

THE LOSS OF THE "WANDERING MINSTREL."

Finding and Order of a Naval Court, held at the British Vice-Consulate at Honolulu, on the 10th and 11th days of April, 1889, to investigate the circumstances attending the wreck of the British merchant ship *Wandering Minstrel*.

The *Wandering Minstrel* was a sailing vessel, barque rigged, of 375 tons registered tonnage, official number 63,363, built at Peterhead in 1875, and belonging to the port of Hongkong. It appears from the evidence given before this Court that she sailed from Honolulu December 10th, 1887, on a fishing cruise, with a crew of 24 hands and four passengers, arrived at French Frigate Shoals on the 18th, left same place December 27th, arrived at Midway Island, and was anchored in Wailes' Harbour January 6th, 1889. On February 2nd a strong wind and sea sprung up, so that the vessel was unable to get out, and on the following day became a total loss. The Court, having regard to the circumstances above stated, find as follows:—

That the master had selected for his anchorage a place indicated as suitable by the sailing directions which he carried, and that he appears to have managed his vessel in a seamanlike and proper manner, and when a casualty was inevitable, to have done everything in his power to avert it.

That all persons on board appear to have been taken by the master for the welfare of his crew after the wreck; that no blame attaches to the master for the deaths of any of them; and that no sufficient evidence exists to justify the Court in regarding the death of John Cooper as being from other than accidental causes.

The Court desires especially to direct the attention of the Board of Trade to the unusually conduct of Frank Lord Cook and five seamen of the *Wandering Minstrel* in leaving the island without permission, and depriving the shipwrecked crew of one boat; and also to the fact that the boat containing the first mate, one seaman, and a man named Jorgensen, which left Midway Island on October 19th, 1888, with provisions sufficient for two months, in default of assistance, has not been heard of.

The Court desires also to direct the attention of the Board of Trade to the humane action of the master of the *Wandering Minstrel*, in sending a boat with supplies to Sand Island, on finding that a

person was existing there, and in taking the *Wandering Minstrel* on board his ship.

The Court desires also to direct the attention of the Board of Trade to the consideration and care shown by the master of the British schooner *Norma*, in view of the unpeopled condition in which he found the survivors of the crew and passengers of the *Wandering Minstrel*.

The expenses of this Court, fixed at \$1,000, are approved by the Court.

Dated at the British Vice-Consulate at Honolulu, this 11th day of April, 1889.

(Sd.) GEO. A. COOPER, VESSELS, President.

T. R. WALKER, } Members.
JAMES BOWEN, }

Captain Walker, his family and the survivors of the crew were fourteen weary months on this desert island and lived on sea birds and their eggs and what fish and turtle they could catch, suffering, as you may imagine, the greatest hardship and privation. And during this time there were people who did not hesitate to say, "the false testimony of some San Francisco lawyer I believe, that Walker had pirated the vessel and sold her in South America. In justice to Captain Walker I wish to publicly state that before floating this little boat he had the fullest authority from his past history." Many of you remember Captain Metcalf of the *Oceanic*; well, he told me that he had served his apprenticeship under Captain Walker in a vessel belonging to his father and that Walker was as good a seaman as ever lived a ship's deck.

Other well known residents here who had had satisfactory business relations with him for their respective Companies in Yokohama also spoke favourably of him to me. Captain Walker had a wife and three children with him, had lost, and his money, and it was with a view to give him a start and add a new industry to this Colony that this little Company was floated by myself and friends. I say new industry because it was new here, though it is old in Australia and New Zealand. Gentlemen, I have nothing more to say except to once more thank you for your attendance and for the confidence you have been kind enough to place in me, and to ask that as soon as they have space the papers here which have printed erroneous statements respecting the *Wandering Minstrel* and Captain Walker will give equal or greater publicity to the truth. I think people frequently remember the bad side of the question and not the other, and I think when a man comes with a good character and as far as we know is honestly equalled before a public body, that it is sufficient evidence that his conduct in this matter has been perfectly straightforward and honourable, and that it is owing to no blame of his that the expedition failed.

LIQUIDATOR'S REPORT.

The following is the Liquidator's Report to the Shareholders of the Shark Fishery Company, Limited.

Gentlemen, I beg to hand you a Statement of Accounts of the Company in liquidation showing a net balance of Capital after paying all liabilities of \$10,688.71, which amount I will ask one of you to be kind enough to propose and another to second the adoption of the report and statement of accounts as correct.

The Profit and Loss Account appended includes all the expenses of the Company from the time of its formation to date, and the total of these represents your loss, which is \$14,410.29.

The Capital Account needs no explanation. The Liquidator's Account speaks for itself.

The books are on the table and are open for your inspection. They have been audited by Mr. J. Moffat of the Hongkong and Shanghai Bank.

J. D. HUMPHREYS, Liquidator.

PROFIT AND LOSS.

To *Wandering Minstrel* and out. \$1,546.94

To preliminary expenses, C. P. Walker's bonus shares (\$5,000), cash expended (\$612.80) 5,612.80

To Charges 4,618.81

To Capt. Johnson's Claim 1,202.72

To advanced wages, Capt. and Crew 1,051.00

To Interest 487.89

By Capital Account \$14,410.29

By Shareholders \$30,000.00

By Interest thereon 637.14

By Hongkong and Shanghai Bank, Credit Balance, 129.33

By Capital Account, 25.00

By Amount received from the Underwriters including return of Premium, 26,431.51

By Interest thereon, 637.14

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Timber Business.—During the twelve months the shipments of wood from Sandakan were 120,000 cubic feet, but during the six months from July to December timber to an equal quantity has been received, and your Directors hope for an increase in the sales during the present year at paying rates.

Sandakan.—The working of the Hongkong Mills shows a loss, accounted for by want of orders during the first six months, but there has since been good employment for the Mill, which is making headway against the prejudice of the Chinese Contractors, and orders are now coming in which should keep the Mill going without any stoppage, and produce profitable returns.

Local Trade and Agencies.—Your Directors have deemed it advisable to meet the development of the Coast trade, and in addition to the *s.s. Normanhurst*, have recently purchased the *s.s. Phoebe* on favourable terms; she is now in the hands of the Dock Company, and is being fitted out to suit the requirements of the trade, and should prove an increasing source of revenue to the Company. As the country opens out, the Agencies of the Company in Sandakan should increase in number, and value, thus proving a fair return on the investment.

Sandakan Saw Mills.—Your Directors understand from Mr. Abrahamson that these Mills are of very first class description, substantial, and well-built; they should have been completed last June, but have been delayed by the want of labour; it is expected that they will do good and profitable work, both for local trade and export.

Tobacco Land.—A very valuable asset of the Company is the acquisition of your Directors in the 20,000 acres, at present of course unproductive, purchased at \$2 per acre, when this Company was formed; as the price of tobacco land has been raised by the Government to \$6 an acre, and has been sold in Europe at a considerably higher price, a large quantity of tobacco has been put on the market for local consumption, and is likely to realise a considerable sum of money at no distant date.

Timber Concessions.—10,000 acres, under cutting leases, were granted to the Company, the greater portion of which have been put on the market for local consumption, and is likely to realise a considerable sum of money at no distant date.

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